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other Minneapolis
directories—
the Consumer Yellow Pages
and the Business to Business

A streetcar saved by desire... see inside back cover



Minneapolis

and surrounding communities

1981 White Pages

Area Code 612
Issued December 1980



January/February 1981

Official Publication of
The Minnesota Transportation Museum, Inc.

ABOUT THE COVER ON THE COVER

A dream has come true. For years MTM members have been telling the community about what we think is the greatest attraction in all the Twin Cities, the Como-Harriet Streetcar Line. Newspapers and television stations have covered our events graciously. Yet, after 10 years of operation, many people have never heard of the streetcar line or know where it is. No more.

With the distribution of the 1981 Minneapolis white pages telephone directories just about completed, everyone soon will know of the line and see the beauty of its route as reflected on the cover of the directory. Every home and business in Minneapolis (and most businesses in St. Paul) and 80 surrounding communities will have a directory by the end of December.

Unlike a newspaper which is discarded after reading or a TV news feature that passes by in an instant, this fine color portrait of streetcar No. 1300 will remain in 800,000 locations for a full year (or longer in many cases). Thus No. 1300 and the Como-Harriet Streetcar Line will achieve a landmark status as familiar to everyone as the IDS building or Lake Harriet itself. It could also mean a traffic count next summer of unbelievable proportions on the line. We certainly will need No. 265 running to handle the overflow traffic.



An excellent cover story along with a 1 3/4" x 2" color reprint of the cover is printed on the inside back cover. It reads:

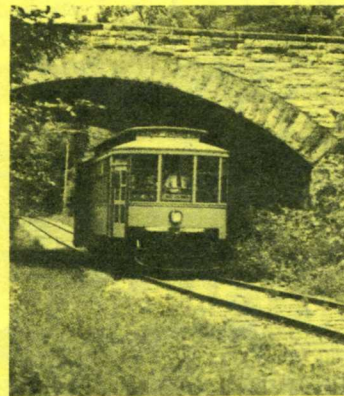
The Como-Harriet Streetcar, restored and operating today as a summertime attraction, stands as a symbol of an era in the 1920's when transit ridership totaled about 226 million — more than three times the area's present bus ridership. The trolley is operated by a volunteer non-profit group of streetcar and railroad buffs known as the Minnesota Transportation Museum, Inc. The one mile of track stretches from the west side of Lake Harriet at 42nd and Queen Avenue South to the southeast edge of Lake Calhoun south of 36th Street. It is all that remains of the 550 miles that once spread throughout the Twin Cities area. But the electric streetcar could make a comeback of sorts — as a reference and inspiration for planners of an urban transit system of the future. Light Rail Transit (LRT), a modern-day trolley system, has been the subject of study and dialogue by public officials. Some key decisions are possible during 1981. Whatever the final decision, the Como-Harriet Electric Streetcar, as a reconstructed "original" line, will continue offering color, nostalgia and summertime fun near the shores of two Minneapolis lakes. (The photograph was taken by George Welles III of Northwestern Bell, using a Hasselblad 500 CM, with 150mm Sonnar lens on Eastman Kodak Vericolor Commercial Type S film, exposure f/5.6 at 1/8 of a second.)

All of this came about in September when Bob Bossert of Northwestern Bell Telephone Company contacted MTM about the possibility of having No. 1300 pose for some photographs taken by their chief photographer, George Welles III, for a possible future cover. Naturally MTM was delighted with the idea and arranged for a photo session soon afterwards.

Mr. Welles showed up with his large-format Hasselblad 500 CM camera gear and clicked away while Mike Buck (the motorman in the picture) posed the car at various spots along the picturesque one-mile route. Mr. Welles, whose photographs have appeared on Minneapolis and St. Paul phone books for years, shot several rolls of film to get that "right" shot, color, and tone.

In October Northwestern Bell informed MTM that they had selected a shot of 1300 for their 1981 cover. They chose a scene showing 1300 passing beneath the William Berry bridge heading north toward Lake Calhoun.

When asked how Northwestern Bell happened to think of the Como-Harriet Line as cover material, Mr. Bossert replied that the streetcar line had been under consideration for several years. The concluding factor to choose 1981 as "the" year was the relationship of the streetcar line to the light rail feasibility study now under way in the Twin Cities — old streetcars and new streetcars. Major decisions on the feasibility of light rail transit for the Twin Cities will be made in 1981.



We at MTM wish to thank Bob Bossert, George Welles III, and the entire staff at Northwestern Bell Telephone Co. for putting our 72-year-old girl on their cover and

for granting MTM permission to reproduce the phone book cover and cover story in this Minnegazette.

"A STREETCAR SAVED BY DESIRE"

You've all heard of the hit play and movie "A Streetcar Named Desire." Well, our 1300 has been coined "A Streetcar Saved By Desire" by Bob Bossert of Northwestern Bell Telephone Co. (see upper right-hand corner of front cover). This phrase was used in another instance as a second surprise was waiting for MTM.

Not only did 1300 make the cover of the 1981 phone books but the museum was presented with a most impressive 20" x 24" color enlargement of the cover photo. The photo is framed by three mats; a narrow (TCRT) yellow, a narrow (TCRT) moss green, and a wide buff-colored mat, fitted into a 30" x 34" wood frame to be hung in a prominent place in our museum or streetcar station (when we build one).

Below the picture, an engraved brass nameplate reads:

N. W. BELL 1981 DIRECTORY COVER
MINNEAPOLIS WHITE PAGES
"A STREETCAR SAVED BY DESIRE"

Again, MTM wholeheartedly thanks Northwestern Bell for this unexpected and beautiful gift. It indeed will be displayed prominently in our museum.

This beautiful portrait was unveiled at the MTM general membership meeting on December 9. If you missed it, we will display it once more at the MTM annual meeting on January 13, 1981. Be sure and see it!



Northwestern Bell's gift portrait to MTM, "A Streetcar Saved By Desire." Photo of 1300 by George Welles III. (Photo of the framed picture by Bill Hodson.)

NOTICE OF ANNUAL MEETING

Notice is hereby given, in accordance with the Bylaws of the Minnesota Transportation Museum, that the annual meeting of the MTM will be held on Tuesday, January 13, 1981, at 8:00 pm at the Burlington Northern auditorium at 176 E. 5th St. in downtown St. Paul for the purposes of hearing reports on the operation of the Museum, electing officers for 1981, and transacting such other business as may properly come before the meeting.

COMO-HARRIET COMPLETES TENTH SEASON

No. 1300 screeched to a halt on November 9, closing out the first decade of service on the restored Como-Harriet Streetcar Line. It was another near-record attendance year as **51,320** fun-loving passengers rode 1300 on the scenic one-mile route to Lake Calhoun.

We missed the record-setting year of 1977 by only 474 passengers. Had we not been shut down for two days during our peak period in June due to 1300's burned-out air compressor motor, 1980 would have been our best year. Rainy fall weather also held down the count.

The highest and lowest daily passenger counts occurred in the same week this season. On May 25 (Sunday of Memorial Day weekend), 1,714 passengers rode 1300. On May 29, only nine riders showed up that evening in inclement weather.

Since 1300 began museum service on the rebuilt track-age on August 28, 1971, a grand total of **423,574** passengers have ridden on the line. Actually the figure is higher, but charter passenger counts were not included in the totals prior to 1978 and those numbers are not known. That leaves us 76,426 passengers short of the half-million mark.

What with No. 1300 on the covers of the Minneapolis phone books providing tremendous publicity for the line, the planned operation of a second car on the line, and good weather all summer, we could have a shot at reaching that half-million mark in 1981. More likely our half-millionth passenger will climb aboard sometime in early 1982.

For the statistical-minded, we have provided a monthly count for all 10 years of Como-Harriet operation.

John Prestholdt
V. P., Vehicle Operations

REPORT OF THE NOMINATING COMMITTEE

The nominees for the officers of the Minnesota Transportation Museum for the year 1981 are as follows:

President: **William Graham**
Executive Vice President: **Robert McNattin**
Vice President, Traction: **Mike Buck**
Vice President, Railroad: **Robert Ball**
Vice President, Restoration: **Scott Heiderich**
Vice President, Public Relations: **Dennis Johnson**
Secretary: **Ray (Casey) Bensen Jr.**
Treasurer: **Grant Arneson**

At the annual meeting of MTM on January 13, 1981, the above slate of candidates will be submitted in nomination for the consideration of those voting members present. In making these recommendations for officers, this committee endorses them as being best qualified to carry out the functions of each respective office, and to advance the goals and objectives of the Museum during the coming year. In accordance with the Museum's Bylaws, nominations from the floor can be made for any one of the above offices. A new nominating committee to select candidates for the 1982 board also will be elected at the annual meeting.

Be sure to attend the annual meeting and for those active members -- **VOTE!**

The 1981 Nominating Committee
Ken Snyder, Bill Cordes, Mike Buck

PRESIDENT'S MESSAGE

Looking around our estate, I am quite contented with what has been happening in 1980. There is the bright, cozy, new carbarn to repair in on a cold December evening, and the shiny, like-new streetcar inside it, being readied for next year. There are the new cab, jacketing, and pilot on the steam engine, and our Rock Island coach ready for fresh paint next spring. There is Mr. Dan Patch temporarily tucked away in Duluth, able to get up and run at any time. And there is that lovely photograph that I see whenever I look up a phone number.

Even though I never get that electric train I ask for each Christmas, I still know that Santa Claus is out there helping to look after us. Happy New Year!

Bill Graham
President

	1971	1972	1973	1974	1975	1976	1977	1978*	1979*	1980*
April	0	0	0	0	0	0	461	150	0	314
May	0	5631	3540	5087	4208	3888	4711	3396	3557	7290
June	0	13015	9970	11496	7692	10717	12320	8839	10197	11879
July	0	15083	14042	11703	11190	12271	15548	12533	18014	15173
August	3693	3563	7737	9117	10599	10250	11854	8003	10310	10994
September	10681	5155	7037	4428	2288	3405	4819	4040	6362	3787
October	4644	1826	2071	590	2117	1388	2081	1873	2243	1733
November	0	0	0	0	432	0	0	0	609	150
TOTAL	19018	44273	44197	42421	38526	41919	51794	38834	51292	51320

* Includes charters

TEN YEAR GRAND TOTAL: 423,574

1981 MEMBERSHIP DUES NOW PAYABLE

Enclosed with this issue of the Minnegazette is your membership renewal form for convenience to send in your 1981 dues. Don't put it off to the deadline on March 15, 1981. Prompt remittance keeps the Minnegazette coming your way regularly. There are goodies to read about in every edition. Your dues directly contribute to the fibre of our Museum's financial security which is essential to our 1981 plans.

If your membership card shows the expiration date of last month, then you are up for renewal now. I shall much appreciate your response promptly, if possible. Also, be sure to let me know at once whenever you have an address or telephone change. Begin the New Year with a tax deductible break for yourself and your family.

Ray Bensen Sr., Membership Secretary
4832 York Avenue South
Minneapolis, MN 55410
(612) 922-4706

NORTHTOWN MODEL RAILROAD SHOW

MTM will present its sparkling new visual display boards to the public at the annual Northtown Model Railroad Show at the Northtown shopping center at University and Highway 10 in Blaine on Saturday and Sunday, February 7-8. The displays feature all of the MTM activities in 8" x 10" color photos mounted on attractive cloth boards in wood frames.

We are looking for volunteer members to help staff this booth in 2½ to three hour shifts. Members merely hand out brochures and answer questions from the visitors. Ideally we would like two people per shift because the MTM booth does attract crowds and members also like to leave the booth to visit other displays.

Show hours Saturday are from 9:30 am to 5:30 pm (shift hours will be from 9:00 am to noon, noon to 3:00, and 3:00 to 5:30). Sunday show hours are from noon to 5:00 pm (shift hours will be from noon to 2:30 and 2:30 to 5:30).

Uniform of the day can be either the streetcar motor-man's outfit (gray shirt, black slacks, and pillbox cap) or railroad engineer (bib overalls, scarf, and cap). Please help us on February 7 and 8. Call Bob McNattin at 645-4456 to reserve a shift time.

TRAIN 80 CONVENTION

"Nine-three Romeo clear for take-off."

"Here we go . . ."

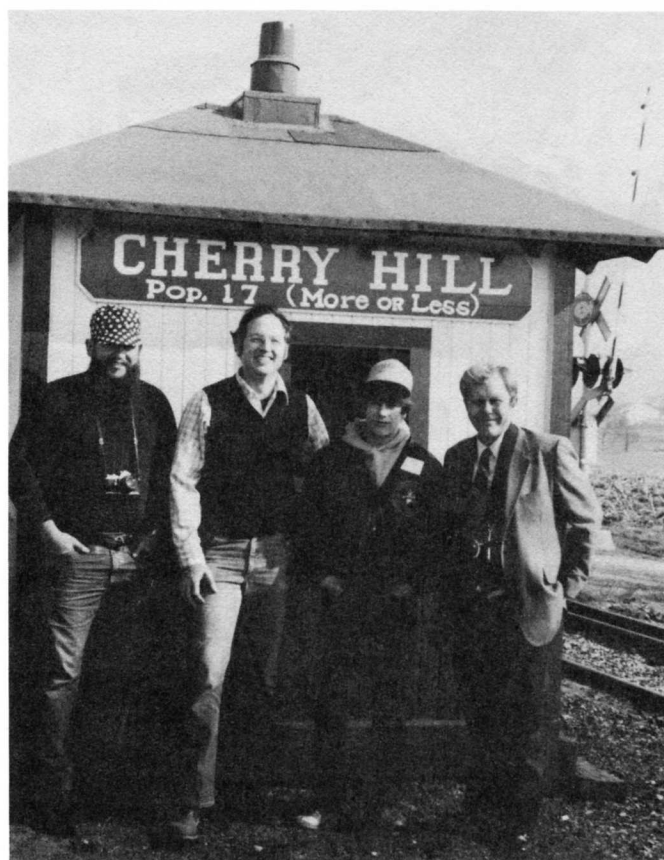
It's 4:35 am on Friday, November 7, and Scott Heiderich and Bob McNattin have just taken off from St. Paul Downtown Airport in Scott's single-engine Beech Bonanza for a rendezvous with Frank, Judy, Cathy, and Steve Sandberg at the TRAIN 80 Convention in Strasburg, Pennsylvania.

TRAIN 80, hosted by Mr. and Mrs. J. Huber Leath and the Strasburg Railroad, was attended by over 200 railroad enthusiasts from the United States and Canada.

Mr. Leath and his colleagues at Strasburg opened their facilities to the visiting railroaders and their friends and families for the weekend meeting which included seminars on boiler maintenance, car restoration, gift shop operation, and FRA safety regulations. But the real highlight was the Strasburg Railroad and the people who operate it.

The Strasburg Railroad operates on five miles of immaculately maintained, ballasted track in the heart of the Pennsylvania Dutch country of Lancaster County in southeast Pennsylvania. To appreciate the scope of the operation, keep in mind that in excess of 500,000 people ride the Strasburg every year. Everything about the Strasburg suggests a business-like railroad operated by a dedicated staff of 17 full-time paid employees. The operations are smooth and the equipment is kept in excellent running condition.

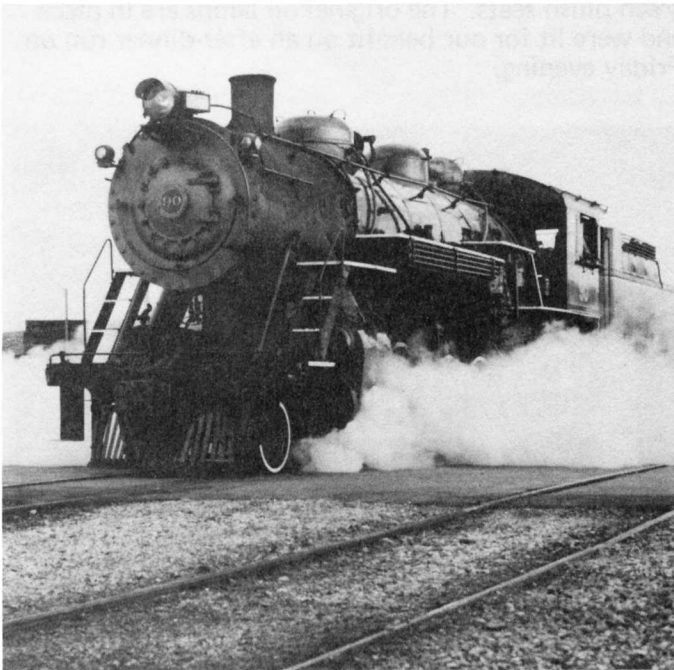
Two locomotives were running for the weekend: No. 90, the ex-Great Western 2-10-0, built by Baldwin in 1924 and No. 1223, a Pennsy 4-4-0, built by Juniata in 1906. Three complete trains; one painted maroon, another forest green, and the third yellow, are composed of restored Boston & Maine open-platform, wooden commuter cars. The interiors of these cars are natural mahogany with cream ceiling panels and red or green plush seats. The original oil lamps are in place and were lit for our benefit on an after-dinner run on Friday evening.



MTM members (l. to r.) Scott Heiderich, Bob McNattin, Steve and Frank Sandberg wait for the train at the Picnic Grounds Station.

The first impression one gets when approaching the railroad is that it is laid out to accommodate large crowds efficiently and that the grounds are kept neat and clean. With hired operating personnel and a daily schedule which calls for five 10-mile round trips each day, the entire operation reflects a smoothness which comes with practice. The brakeman handles all switching and signalling. Conductors act as hosts on the train. Firemen take a few student trips to see how they like it and, in about three years' time, work up to engineer. Some people are qualified in both train and engine service. All operating personnel are dressed in the appropriate uniform: engine crews in pinstriped overalls and trainmen in dark blue suits with black shoes and pillbox caps.

A trip begins at Strasburg where the locomotive is coupled nose-first to the train. It then runs in reverse to Paradise where it is uncoupled and moved to the other end of the train so that the return trip to Strasburg is made in the proper fashion. At Strasburg the engine again is uncoupled and run around the train in preparation for the next trip. A picnic ground and passing track are located at the middle of the line and it is at this point that trains pass if two trains are running at once. A round trip takes about 45 minutes.



No. 90 with cylinder cocks wide open prepares to couple to train for the first run of the day.

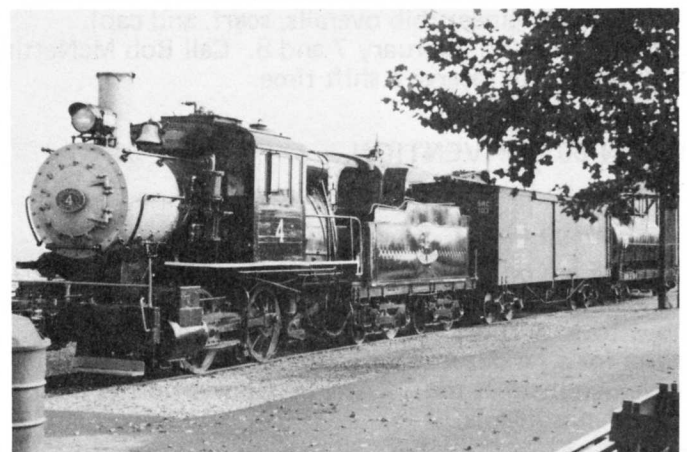
The railroad boasts a two-track engine house, complete with inspection pit and drop table, which can accommodate four locomotives at a time. There is also a separate car shop equipped with built-in adjustable scaffolding. Both facilities are neat and clean with all tools and supplies in their proper place. Major restoration is a matter of routine and the Strasburg repairs not only their own equipment but engines and cars under contract for other operators.



Strasburg No. 90 with southbound train at Cherry Hill Station. Cars are restored Boston & Maine commuter cars (photos by Bob McNattin).

In addition to the station where tickets are sold, the Strasburg operates two gift shops and a snack shop. Directly across the street is the Railroad Museum of Pennsylvania. The Museum houses a large collection of Pennsylvania Railroad locomotives in a specially-constructed \$1.8 million building about twice the size of the block-long train shed in Duluth. Plans are under way to expand the building in a few years.

Convention participants were free to ride the Strasburg at any time so it was an ideal weekend to share with friends and to watch steam trains in operation.



Ex-Colorado Fuel & Iron Mother Hubbard 0-4-0 switcher on display at Strasburg Depot.

On Saturday morning, Mrs. Heath hosted a Womens Program for 26 of the ladies attending the convention. They toured areas of the Pennsylvania Dutch country and an Amish farm.

Finally, several MTMers took a side trip to Seashore Trolley Museum in Kennebunkport, Maine to see ex-TCRT gate car No. 1267 which is currently in storage.

Bob McNattin



No. 90, Strasburg-bound, chugs its way through the Pennsylvania Dutch countryside.

V FOR VICTORY

If you asked what is my "favorite" train, I would unhesitatingly name the C&NW **Victory**. Why should my favorite be a train that probably never exceeded 70 mph, was always Pullman green or dirtier, and logged most of its miles behind steam power? After riding the **Empire Builder**, **North Coast Limited**, **Zephyr**, **North Star**, **400**, **Hiawatha**, **Twentieth Century Limited**, others, and both ends of the **City of New Orleans** and the **Land O' Corn**, why would I choose the **Victory** as my favorite? Because the **Victory** was 1) an "old friend," 2) a great workhorse, and 3) had modestly luxurious equipment, unique among the name or nameless trains.

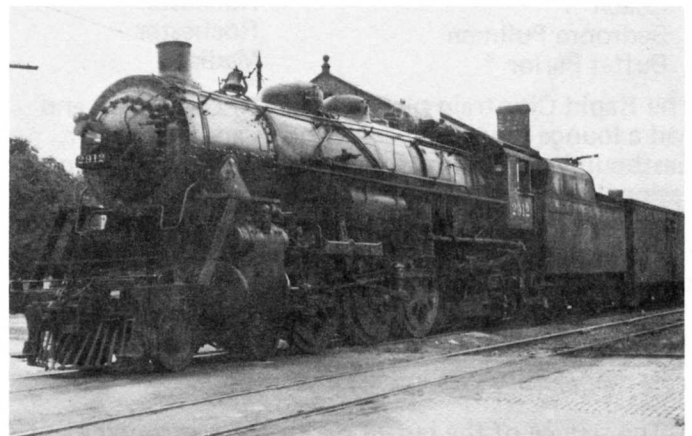
An Old Friend

In retrospect, I feel a little guilty for having always referred to the Victory in "NorthWesternese" (as trains 514 and 515) as though it were not worthy of a name, so I'll use its rightful name herein. It was not named as a World War II slogan, for the selection was made sometime between 1929 and 1937.

My "friendship" with the Victory started when I was a C&NW telegrapher, age 18, on the Wisconsin Division extra board. Since then, I've cleared the board for the Victory at the Clinton Jct., Harvard, Barrington, and Deval (Des Plaines) interlocking plants and hooped up occasional orders or messages at Clinton Jct. I also commuted many miles to work on the Victory, returning by freight cab or caboose.

Once just before the gray light of dawn peeped over the eastern horizon on a cold winter night when the stars in the sky looked like low hanging diamonds, I had to flag down the Victory. At my age I was unaware of the drama accompanying this experience; I saw it only as doing my duty. As the headlight rounded the bend and bore down upon me, I cracked a fusee and slowly gave him a stop signal, but not as a "washout". It was answered by two short blasts of the whistle, silencing of the exhaust, and disappearance of the plume of exhaust that had been silhouetted against the setting full moon. A veteran railroader at my elbow, on hand to be sure I handled the flagging correctly, called to me: "Let me take the fusee and give him a come-along (Stop where I am, not where you are) and you go tell the dispatcher we have him."

While the DS was trying to decide whether or not to commandeer the Victory's engine for a nearby disabled troop train, 514 (the Victory) waited outside the South Janesville yard office. The air pumps panted like the breath of a Kentucky thoroughbred after a race. The pop valve sent skyward 225 pounds of steam the fireman had originally planned to use to pull 13 heavy-weight cars over Tiffany Hill. Fortunately, we found that one of the 2-8-2 Class JS freight engines in the roundhouse was equipped for steam heat and could rescue the troop train. I gave the C&E (Conductor and Engineer) a clearance; they whistled in their flag, and started off into the twilight of dawn to resume the battle for Tiffany Hill.



In the steam era, the Victory was handled by heavy "Pacific" locomotives. This engine is one of 12 especially overhauled and rebuilt to handle the "400." The picture shows old No. 2912 at Janesville, Wisconsin in July 1942 at the head end of the "Viking-Soo Dominion," with a Twin Cities train, plus a coach and Pullman for Vancouver, Washington via the Soo Line and the Canadian Pacific.

A Great Workhorse

The Victory really was 2½ trains behind one engine. The two westbound trains ran from Chicago (lv 9:30 pm) to Minneapolis (ar 8:25 am) and Rapid City (ar 8:00 am the second day), separating into two trains at Elroy. The eastbound trains originated at Duluth (lv 5:00 pm), Minneapolis (lv 7:20 pm), and Rapid City (lv 7:30 pm the previous day), joining at Altoona and Elroy. The Duluth equipment came westward on the Duluth-Superior Limited and returned to Chicago on the Victory (ar 6:30 am) and the Northwestern Limited. The eastbound Victory also picked up a Pullman at Madison full of sleeping Chicago passengers. Between Minneapolis and Merrillan, the Victory also handled a Wausau, Manitowoc, Milwaukee, Chicago train.

The combined trains were handled by large E-2-A and E-2-B C&NW pacifics or E3 CStPM&O pacifics, while the lighter trains were hauled by smaller pacifics, class E (muzzle loaders) or E-S (stoker equipped). Later, the diesels took over the Victory.

The consist was not arranged in the classical order (head-end cars, coaches, diner, pullman) but, instead as I recall, arranged to minimize enroute switching. I can still hear the third trick operator at Janesville reading the consist to the train dispatcher at Madison. With the assistance of the 1941 Official Guide and the Railway Mail Service timetable, I have reconstructed the following typical consist:

Equipment	Destination
Baggage/express (1 or 2 cars)	Rapid City
Railway Post Office	Minneapolis
Storage mail	Minneapolis
Express	Minneapolis
Baggage	Minneapolis
Coach	Minneapolis
Sleeper	Minneapolis
Sleeper	Rapid City
Coach	Rapid City
Coach	Rochester
Bedroom Pullman	Rochester
Buffet Parlor *	Madison

The Rapid City train picked up an RPO at Elroy and had a lounge diner between Winona and Rochester. Eastbound was essentially the same except for an occasional refrigerated express car from Minneapolis to Chicago (perhaps from the Minnesota commercial fishing industry), Duluth coach and Pullman from Altoona to Chicago, and insulated "thermos bottle" BOWX refrigerator car of milk from Reedsburg to Chicago. The latter car might have been picked up at Madison.

Yes, the Victory was indeed a workhorse!

* The service of the buffet parlor car was supplemented by the "news butch", an employee of the Union News Company, who made the rounds throughout the train selling sandwiches, fruit, pop, snacks, candy, tobacco, newspapers, and magazines. The **Minnesota and Black Hills Express**, one generation earlier than the Victory, provided a full diner between Winona and Huron. Apparently this diner was one of the many depression era casualties.

Modest Luxury

Although all equipment was 12-wheel, heavyweight construction, it was modest, quality comfort for a nameless or name train. The Victory was completely air conditioned, unlike most World War II long distance trains. Its reclining coach seats, especially Car 6123, were comfortable to snooze in -- if you were lucky enough to get a seat. Sometimes the vestibules were crush loaded and once I had to ride in the baggage car. Its Pullmans had 12 sections accommodating two upper and two lower berths on opposite sides of the aisle. They also had one drawing room. This accommodated two or three persons and could be used as an office by a working, traveling business person.

And last, but not least, was a Pullman as far as I know, unique among Pullmans. It was the only "side-door Pullman" that was not painted box car red. The Northwestern had a fleet of hospital Pullmans which ran from Chicago to the Mayo Clinic. I recall the names of two of these cars; Ephriam McDowell and Joseph Lister. These cars had side doors that opened like half of a refrigerator car door, and were wide enough to transfer a bed patient to or from an ambulance. The 1941 Official Guide describes these cars as follows:

"Composite Sleeping Car -- 8 Section, 1 Drawing Room, 4 Double Bedrooms (B, c, D, and E) containing bed, upper berth and complete lavatory facilities. Special side entrance doors opposite C and D. Rooms B and C and D and E may be used en suite."

I so often look back to the days I used to ride on 515 and wonder why I did not inspect and take time to appreciate the **Victory** in its entirety. But trains, like "old friends", are often not fully appreciated until they have passed on.

The Victory was abandoned years ago, but today, a 33-mile bike trail exists on the Victory's former route between Elroy and Sparta, Wisconsin. Along the route are three tunnels totaling 1½ miles in length.

Bill Marshall



The Victory as seen from the tower of the crossing gate operator in Des Plaines, Illinois. Normally the train would be rolling along at 70 mph; however, on this day, it stopped to discharge passengers. The first two cars behind the engine are RPO's where mail was sorted en route. The Victory delivered mail to over 50 interconnecting Railway Post Offices.



MINNESOTA STREETCAR MUSEUM

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August 2021

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